



Draft

**Dulwich Supplementary Planning
Document**

March 2009

TIMETABLE FOR CONSULTATION

Consultation on sustainability scoping report	9 March to 13 April 2009
Consultation on draft Dulwich Supplementary Planning Document, sustainability appraisal and equalities impact assessment.	23 March to 16 June 2009
Adopt final version of the Dulwich SPD	November 2011

Contact us with any questions or for copies of this document

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They can be reached on 020 7732 8856 or at <http://www.willowbrookcentre.org.uk/>

You can comment between 23 March and 16 June 2009. All comments must be received by 5pm Monday 16 June 2009. There will be an informal draft for the first 6 weeks and then a formal draft for consultation from 5th May to 16th June 2009.

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1. What is this document?

Role and purpose of this document

This document is known as a supplementary planning document (SPD). It provides guidance on how new development in Dulwich should occur so that it maintains and enhances the area's unique character. It covers the following topics:

- the height, scale and character of new development
- what uses should be included in new development
- traffic and parking issues and providing for pedestrians and cyclists
- protecting and improving open spaces

This SPD does not create new policy, but provides detailed guidance on how our current planning policies will be applied to different types of development. Our current policies are set out in the London Plan (consolidated with alterations) 2008, the Southwark Plan 2007 and our draft core strategy. This guidance further protects the current low density in the area. The main types of development will be small infill housing, open space, conservation and shopping areas will continue to be protected. The planning policies that this SPD relates to are set out in appendices 1 and 2.

The core strategy is currently being prepared and some of the guidance for consultation is based on possible changes in the core strategy. This guidance will only apply when the core strategy replaces the Southwark Plan. This cannot be used to make planning decisions at present.

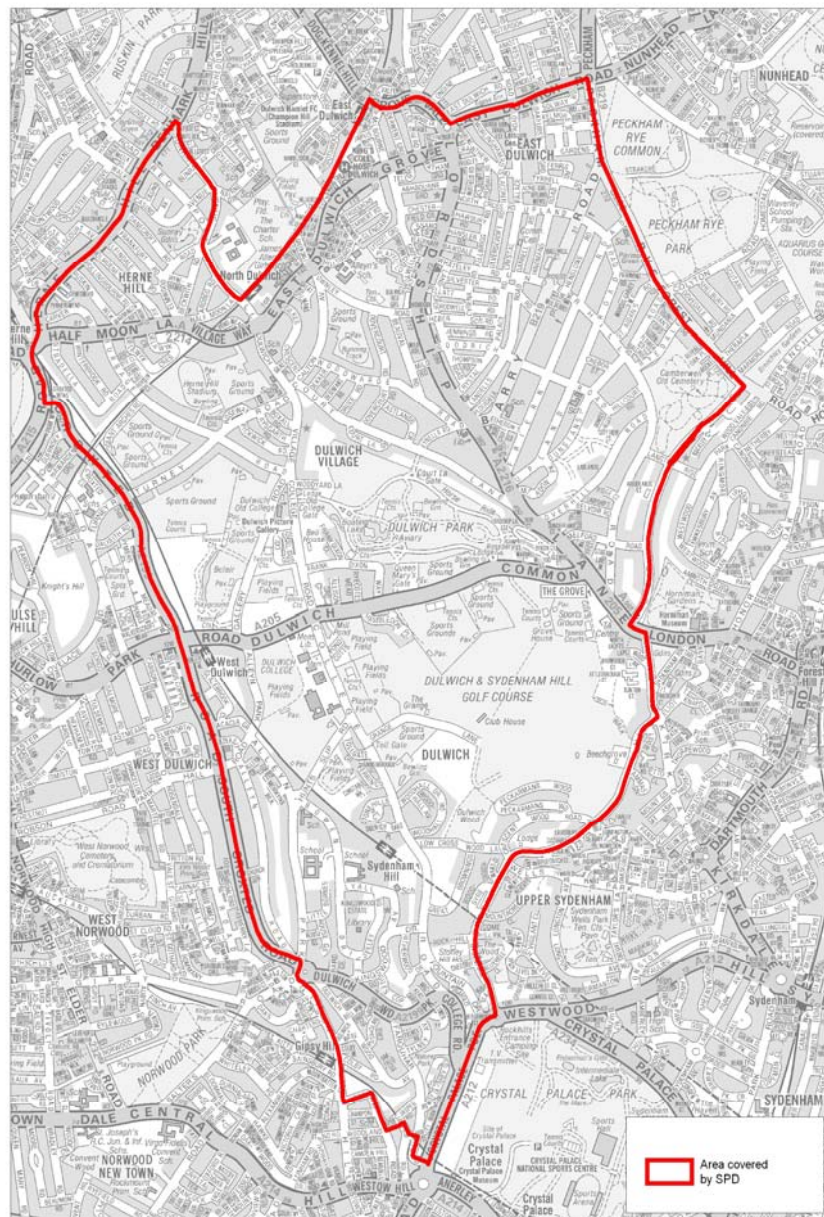
The SPD is important (a material consideration) in helping the council make decisions about planning applications.

2. Background to this document

2.1 What development does it apply to?

This document applies to all planning applications that take place in Dulwich, see figure 1. This area includes College, Village and East Dulwich wards as well as a small area on the edge of the Peckham Rye ward that shares similar characteristics to the rest of the area.

Figure 1: Area covered by the SPD



2.2 The Dulwich Estate

The Dulwich Estate manages 1500 hectares of land on which there are approximately 5800 properties. Much of this land is contained within the boundaries of this SPD. The Dulwich Estate operates a scheme of management that acts towards maintaining the heritage of Dulwich including buildings, trees and open spaces and its unique character.

The Dulwich Estate established a scheme of management that covers a large amount of land in Southwark (figure 2). It requires freeholders to obtain a licence before altering the exterior or changing the use of their buildings. The Dulwich Estate also produces guidance for freeholders in making applications in respect to alterations and temporary structures. All developments that are within the Dulwich Estate should consult the Dulwich Estate scheme of management before submitting a planning application.

Figure 2 Land in Southwark covered by the Dulwich estate scheme of management



2.3 Local Population and Economic Characteristics

Characteristics of Dulwich;

- There are large areas of open space surrounded by residential neighbourhoods.
- The type of residential accommodation is predominantly houses (52%). This is very different to the rest of Southwark where there only 26% of residential accommodation is houses. The remainder is a mix of purpose built and rented flats.
- The majority of the residential accommodation in the area is owner occupied (59%) with only 23.6% of people living in social housing. This is very different from the rest of Southwark where 54% live in social housing.
- The population of Dulwich declined between 1991 and 2001 especially within College and Village wards. Latest Greater London Authority estimates suggest a low population growth of 2% (about 100 a year) since 2001, and a current total approaching 34,000 residents.
- There is a low proportion of people from ethnic minorities living in the area (22.5%) compared to the rest of the borough which is over 37%. Black Caribbean is the largest ethnic minority group making up 6.7% of the total population and 5.6% Black Africans. White groups total 77.5% of the population.
- Dulwich has a low level of unemployment compared to other areas of the borough (under 4% in 2005) and the majority of people enjoy good health. Many people in the area work within managerial and professional occupations.
- There is a high level of car ownership (about two-thirds of households) and use within Dulwich. Around 30% of people travel to work by car or van. There are poor links to the underground system and a lack of convenient bus routes serving central London. Thus the most popular way of getting to work is by the overground trains, used by around a third of people.

2.4 Structure of this document

Sections 1 and 2 provide background information on what this document is and how it will be used. Section 3 explains what sort of place we want Dulwich to be in the future, including guidance for specific neighbourhoods and general design principles that all development should follow. There are a number of appendices which provide further information on a range of issues.

2.5 Links to other planning documents

This SPD refers to policies set out in the Southwark Plan (2007). A list of policies referred to in this document is set out as appendix 2. The policies will be referred to by number only throughout the SPD, please refer to appendix 2 for the list of policies. For the full details of each policy please refer to the Southwark Plan.

This SPD should also be used along with other planning documents that provide guidance on other aspects of development, including:

- Sustainable Design and Construction Supplementary Planning Document: this document sets out the environmental standards and design principles for the new development in the area;
- Sustainability Assessment Supplementary Planning Document: this document explains the information that will be required to demonstrate the environmental impact of a development and how this will be balanced with other sustainability objectives;
- Design and Access Statements Supplementary Planning Document: this document explains how to prepare design and access statements, which need to be submitted with most planning applications;
- Residential Design Standards Supplementary Planning Document: this document explains minimum design standards for residential development to ensure it is of a high quality and meets housing need in the borough;
- S106 Planning Obligations Supplementary Planning Document: this document sets out the common planning obligations the council will seek to help make developments more sustainable;
- Transport SPD: sets out requirements for transport plans and assessments.

Please make sure that you check our website to ensure you use our most up-to-date planning policies and guidance:

www.southwark.gov.uk/YourServices/planningandbuildingcontrol/planningpolicy

3. What will Dulwich be like in the future?

The **vision** for Dulwich SPD (in the Southwark Plan 2007) is;

'A suburban area where the existing character and form of buildings is maintained. The area's large open spaces will be protected. There will be successful local centres providing a range of shops and services at Herne Hill, Lordship Lane and Dulwich Village. New development will not make parking and traffic congestion in the area worse.'

3.1 Scale and design of new development

Dulwich is a leafy, open and green area of south-east London that is rich in history with much of its original buildings. This is a rarity so close to central London where there are high demands for development. The area contains suburban Victorian housing. This is mainly detached and semi-detached housing with some modern, higher density private residential estates. There are modern infill developments. A significant area is designated as open space or conservation area and there are no major regeneration programmes planned. As a result most development will be smaller, in-fill developments.

Where new development is proposed:

- Local design characteristics, scale and height of existing buildings should be considered;
- Tall buildings (over 10 storeys or larger than the current height) are unlikely to be acceptable;
- The existing building line should be followed;
- The principles of designing out crime should be included;
- Development should be in line with the density zones, most of the area is suburban with the northern strip being urban.
- A design statement must be submitted with planning applications for all new developments and also significant alterations or extensions to existing buildings.

Relevant policies include Policy 3.13, 3.14, 3.15, 3.16, 3.17, 3.18, 4.1, 4.2, 4.3, 4.4, 4.5, 4.6 and 4.7. More information is set out in the Design and Access Statements SPD and Residential Design Standards SPD. Please refer to appendix 2 for the list of policies referred to in this SPD. For the full details of each policy please refer to the Southwark Plan.

3.2 Changing Density in Dulwich

Density is calculated by the number of habitable rooms in a development divided by the site area. There are four density standards for residential development within Southwark, described as 'zones', which are based on the general character of the area and its accessibility by public transport. Transport for London have analysed all of London including Southwark for accessibility and allocated a Public Transport Accessibility Level (PTAL) rating for each geographic area ranging from 0 to 6. This is based on distance to public transport and frequency of service.

PTAL score	Rating
0-2	Low
3-4	Medium
5-6b	High

The central activities zone, urban zone and suburban density zones lie in broad bands across the borough, while the public transport accessibility zones (PTAZ) are discrete locations. These zones reflect the density location and parking matrix in the London Plan. PTAZs are based on those areas with PTAL levels ranging from 4 to 6 which are found in the north of the borough. There are no PTAZs in Dulwich.

The central area activities zone is an area which has excellent public transport accessibility, and is already characterised by larger scale development. Developments should achieve densities of between 650-1100 habitable rooms per hectare. There is no central activities zone within the SPD area.

The Urban Zone includes the majority of the borough. The zone is characterised by lower-scale development, often with an established grain of Victorian and Edwardian terraces, broken up by post-war estates, town centres and some newer housing development. Densities of between 200-700 habitable rooms per hectare are expected in this zone; however the upper part of the density range will not be appropriate in lower density areas which are characterised by with predominantly 2-3 storey development and a public transport accessibility level of 2-3. A small section of the SPD area to the north falls within the urban density zone.

The suburban zone contains a more open character, with larger gardens often associated with houses rather than flats. Densities of 200 to 350 habitable rooms per hectare are expected in this zone. The PTAL of this area is generally 0-2. The majority of Dulwich falls within this zone.

In preparing the Southwark Plan, a study was undertaken to identify and define density characteristics within the borough. This involved looking at the predominant housing type within an area, the average plot size and the openness of the area. The character was then compared against the relevant categories of density and accessibility within the London Plan and classified accordingly. Overall, the characteristics of the density zones in Southwark have been compared to paragraph 3.23 and Table 3A.2 of the London Plan. As such the density ranges within Southwark are considered to be in line with the relevant categories of Table 3A.2

The characteristics of Dulwich clearly fall within the description of 'suburban' found in the London Plan. The predominant housing types for Dulwich are detached and semi-detached. There are also significantly larger average plot sizes in and around Dulwich and there are large areas of open space (about 78% of the total area of Dulwich). Also, the PTAL rating falls between 0-2. These characteristics all indicate that the area is lower density and fits the London Plan description of suburban density.

Within the suburban zone that covers much of Dulwich, the recommended density range of new development is 200-350 habitable rooms per hectare. The density range for the urban zone which covers some of the north of the SPD area is 200-700 habitable rooms per hectare. However each site is judged on a site by site basis and the actual density that would be acceptable on a site will depend upon an assessment of the specific local

context surrounding the site. Additionally a development will also have to comply with Southwark Plan Policy 3.11 to ensure the land is being used efficiently. Density Policy 4.1 and Policy 3.11 help highlight the generally appropriate range of density for an area, which can then be further assessed, ensuring there is no further impact on neighbouring amenity and uses.

As part of the preparation of the core strategy development plan document we will be looking at whether the density boundary for the Suburban Zone should be extended north to cover all of the SPD boundary area. This would mean that lower scale development will be encouraged across all of Dulwich.

Fact box: Public Transport Accessibility Levels (PTALs)

Public Transport Accessibility Levels have been adopted by TfL to produce a consistent London-wide public transport mapping facility to assist boroughs with locational planning and assessment of appropriate parking provision in new development. PTALs provide a consistent framework, allowing different levels of public transport access in different locations to be taken into account when considering these issues. In essence, car parking provision at a new development should reduce as public transport accessibility increases and vice-versa.

3.3 Subdivision of large properties

In the core strategy there may be a presumption against subdivision of large properties throughout the borough due to the loss of family accommodation and saturation of car parking on the street as a result of additional occupants within the property.

The housing needs survey (which informed the preparation of the Southwark Plan) identified that there is a general need for more family housing in the borough. Policy 4.3 of the Southwark plan seeks to address this shortfall, with the requirement for the majority of dwellings to be two bedrooms and above and a 10% requirement for three bedroom dwellings. Criteria will be needed to assess conversions of family dwellings, to ensure that inappropriate conversions do not happen and to retain the larger family properties in the borough. A car parking study will be required from the applicant in order to demonstrate that the street is not saturated to assess planning applications for the conversion of a single dwelling house into separate units. In addition, any proposal for conversion will need to follow the criteria within the Residential Design Standards SPD paragraph 3.3.

3.4 Heritage

Dulwich has a rich historic and cultural heritage, which gives the area a strong identity. The Southwark Plan sets out the policies to preserve and enhance the character of conservation areas. Dulwich has a number of conservation areas including Dulwich Village, Dulwich Wood, Stradella Road, the Sunray Estate and The Gardens. The character of each conservation area is defined in the conservation area appraisals and these should be referred to for further guidance.

Dulwich Wood is a large green conservation area surrounded by housing. It was designated to protect the open and natural character including public parkland, playing fields and sports grounds, the golf course and allotments. More information is set out in the Dulwich Wood conservation area appraisal, see appendix 4 of this document.

Dulwich Village is in the south of the borough and was one of the first conservation areas to be designated in Southwark. It is mostly housing with shops, restaurants and a village pub at its heart. There is a strong sense of openness largely due to the many playing fields, parks, tree-lined roads and large gardens. More information is set out in the Dulwich Village conservation area appraisal, see appendix 5 (parts 1-3) of this document.

Stradella Road in the west of the borough is made up of late Victorian/early Edwardian style housing. The houses are semi-detached on two storeys with attic rooms. There are long straight streets and short front gardens resulting in uniform building lines. More information is set out in the Stradella Road conservation area appraisal, see appendix 6 of this document.

The Gardens conservation area covers the area to the west of Peckham Rye Common and covers a square of 3 storey brick houses surrounding a central green space and a number of nearby streets. The relationship to Peckham Rye Common is particularly important because it provides a large open space for local people to use. More information is set out in The Gardens conservation area appraisal, see appendix 7 of this document.

The Sunray Estate to the south east of Denmark Hill is a small area of cottage housing with a distinct uniform layout and rural setting. There are mature tree lined streets, cul-de-sacs and large front gardens. More information is set out in the Sunray Estate conservation area appraisal, see appendix 8 of this document.

Where new development in conservation areas is proposed it must maintain or enhance the character and appearance the historic environment:

- There is a general presumption in favour of keeping buildings, which make a positive contribution to the character or appearance of the conservation area;
- Permission has to be obtained for some changes to a property in a conservation area that would not normally be required elsewhere to ensure that any alterations do not detrimentally affect the appearance or character of the area's appearance;
- All trees within conservation areas have a level of protection as they make a significant contribution to the character of the local environment. The Council has to be notified of any proposals to cut down, top or lop a tree to ensure that the Council can consider the contribution that the tree makes to the character of the area and to assess if it is appropriate to protect the tree under a Tree Preservation Order;
- The historic area of Dulwich Village is designated as an Archaeological Priority Zone (APZ). Planning applications affecting archaeological potential should be accompanied by an archaeological assessment and evaluation of the site. Development proposals will be required to preserve in situ, protect and safeguard scheduled ancient monuments and important archaeological remains and their settings, and where appropriate, provide for the permanent display and interpretation of the monument or remains;

- The guidance set out in the conservation area appraisals covering Dulwich wood, Sunray Estate, The Gardens, Dulwich Village and Stradella road areas should be followed. They are attached as appendices (4-8).

Dulwich also contains many historic locations and key landmark buildings including Dulwich Village, Dulwich College, Dulwich Picture Gallery, Belair House and Kingswood House. Dulwich Village has Georgian houses and fine Victorian and Edwardian terraces that sit alongside 1930s family homes. There are also examples of Victorian and Georgian institutional buildings, such as Dulwich College designed by Charles Barry the younger. Dulwich picture gallery opened to the public in 1814, it was designed by Sir John Soane and is England's oldest purpose-built art gallery. Belair House in west Dulwich is a Georgian grade II listed building surrounded by Southwark's only Grade II* listed landscape, Belair Park The house was built in 1785 in the style of, or possibly by, the architect Robert Adam. Kingswood house is a grade II listed mansion sometimes called 'The Castle' by local residents. It contains a library, function rooms for weddings, commercial and other events, offices, and rooms for community events.

Relevant policies in the Southwark Plan are Policy 3.15, 3.16, 3.17, 3.18 and 3.19. Please refer to appendix 2 for the list of policies referred to in this SPD. For the full details of each policy please refer to the Southwark Plan.

3.5 Sustainable Design and Construction

New developments should minimise their impact on the environment through incorporating sustainable design and construction including sustainable urban drainage systems, energy efficiency, minimised water use and the recycling of waste. Development will be expected to meet the requirements in the Sustainable Design and Construction SPD. This includes not increasing the amount of hard standing areas or paving over of gardens in the area.

All development proposals are required to demonstrate how the adverse effects on ecology will be avoided during construction and that the development will not have a detrimental effect on the ecology of the site and its surroundings.

All large schemes of more than 9 homes or 1000sqm will require a Sustainability Appraisal. More information is provided in the Sustainability Assessments SPD.

Relevant policies in the Southwark Plan are Policy 3.1, 3.2, 3.3, 3.4, 3.5, 3.6, 3.7, 3.8 and 3.9. More information is set out in the Sustainable design and construction SPD and the Sustainability Assessments SPD. Please refer to appendix 2 for the list of policies referred to in this SPD. For the full details of each policy please refer to the Southwark Plan.

3.6 Open Spaces

33% of the Dulwich SPD area is open space as illustrated in figure 3 which makes the place suburban, open and pleasant. Open spaces include Belair Park which is Southwark's only Grade II* listed landscape, Dulwich Park which covers a significant

area and has lots of historic features and areas of historic woodland such as Sydenham Hill.

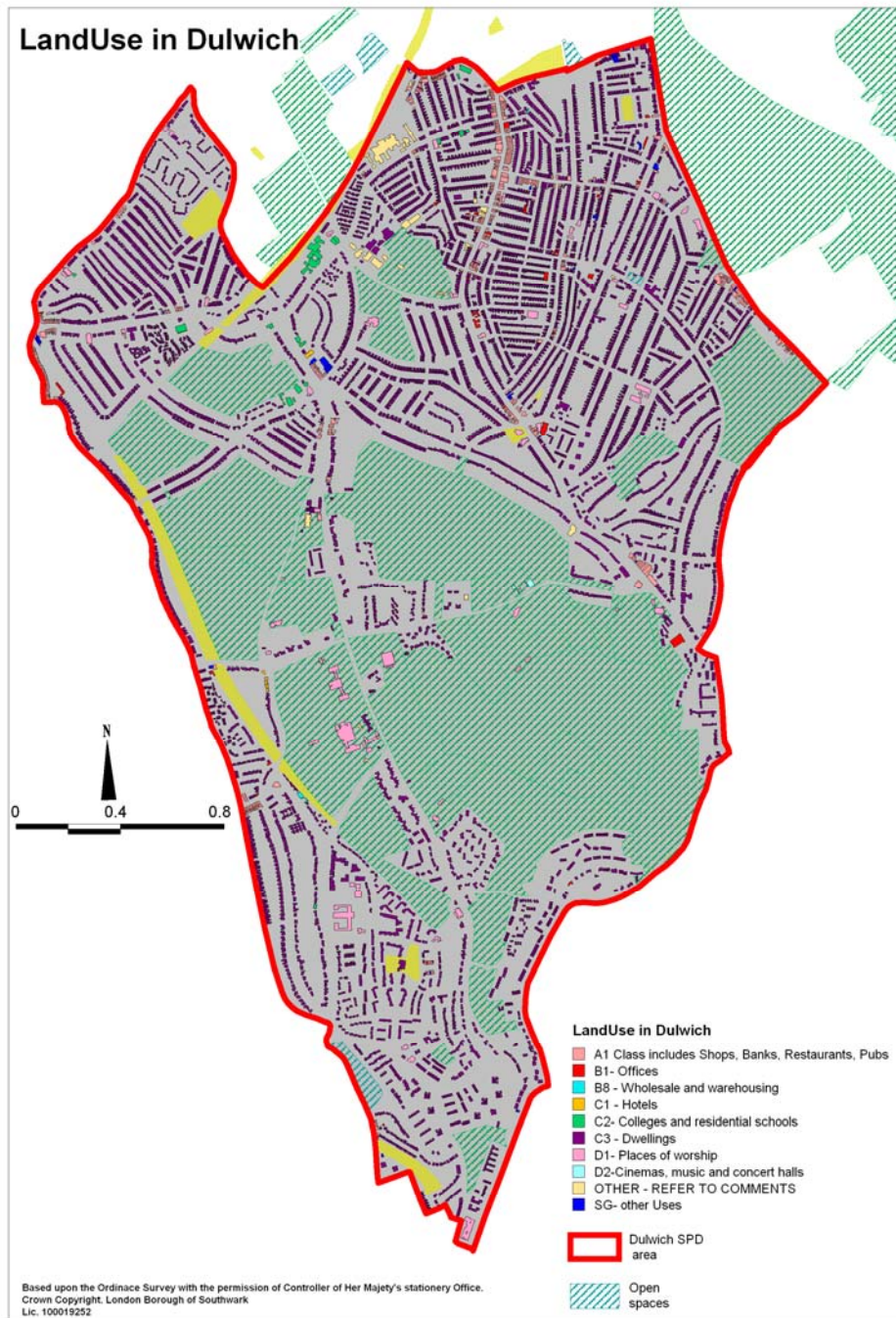
Much of the open space is good quality and provides a range of functions from public parks to private sports fields, nature reserves to a golf course. There is a skateboard park in Belair Park and football pitches in Dulwich Park for young people. Dulwich Park is the main focus for community activity and is in the centre of Dulwich Village. Dulwich Park and Belair Parks are highly valued by the local community and provide a range of activities for all groups in the community.

Many of the open spaces within Dulwich are also designated as Sites of Importance for Nature Conservation (SINC) to protect the ecological importance value of the sites. Dulwich and Sydenham Hill Woods are designated because of the ancient woodlands, ponds and bats in the area amongst other protected species. Other SINC's include Dulwich and Sydenham Hill golf course, Dulwich Upper Wood, Sunray Gardens and Belair Park. Dulwich Woods is also one of the boroughs few Local Nature Reserves and is adjoined by Cox's Walk which provides an important pedestrian route through many of the area's open spaces. Most open space is protected by the metropolitan open land, borough open land or other open space designation which places a strong presumption against any development on this land. These are protected in policies 3.25 to 3.27 of the Southwark Plan (2007). Despite these protections open space can still be subject to development pressure.

Where new development is proposed:

- On playing fields, development might be appropriate to upgrade or improve buildings on site or provide new facilities to ensure the viability of the site in exceptional circumstances;
- New development should contribute to the existing open character of the area by enhancing links between the existing open spaces creating further opportunities for footpaths and cycle ways as well as providing important wildlife corridors that will increase local biodiversity.
- Development will need to consider the impacts on ecology on the surrounding area especially on sites close to areas with protected species and should encourage and protect high levels of biodiversity.

Figure 3 Land uses

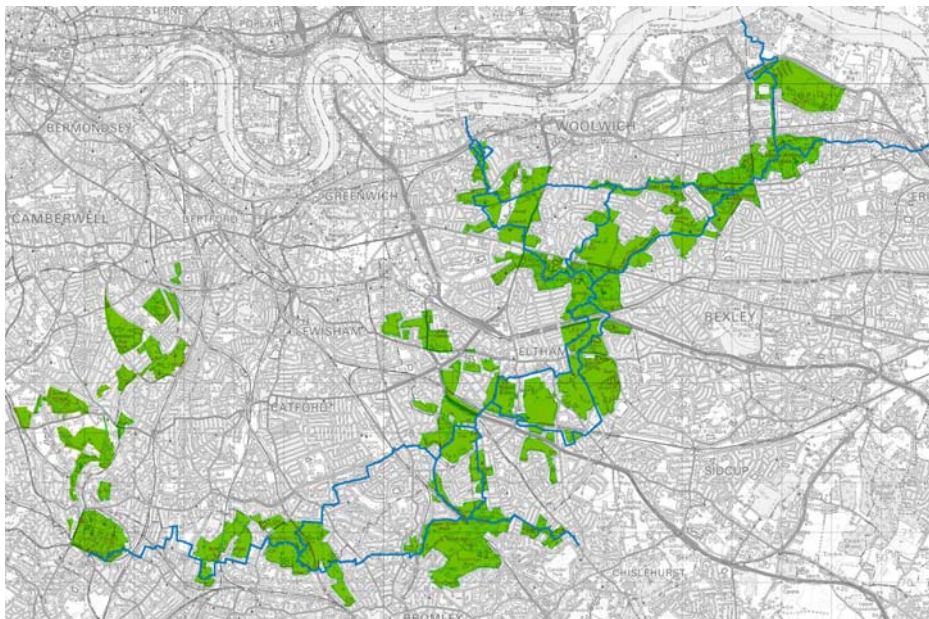


Relevant policies in the Southwark Plan are Policy 3.2, 3.25, 3.26, 3.27 and 3.28. Please refer to appendix 2 for the list of policies referred to in this SPD. For the full details of each policy please refer to the Southwark Plan.

3.7 Green Chains

In 1977 around 300 open spaces in South East London were designated as Green Chain open spaces (Figure 4) to give extra protection against inappropriate development in the London Boroughs of Bexley, Bromley, Greenwich and Lewisham. In 2008 Southwark joined the partnership. The open spaces all have a strategic value as they are connected to form a 20-mile long swathe of land through South East London. Within the Green Chain open spaces can be found ancient woodlands, historic parks and landscapes, commons, heath, farmland and recreation grounds. This continues as a collaborative initiative between these 5 boroughs.

Figure 4 Map to show South East London Green Chain Walk



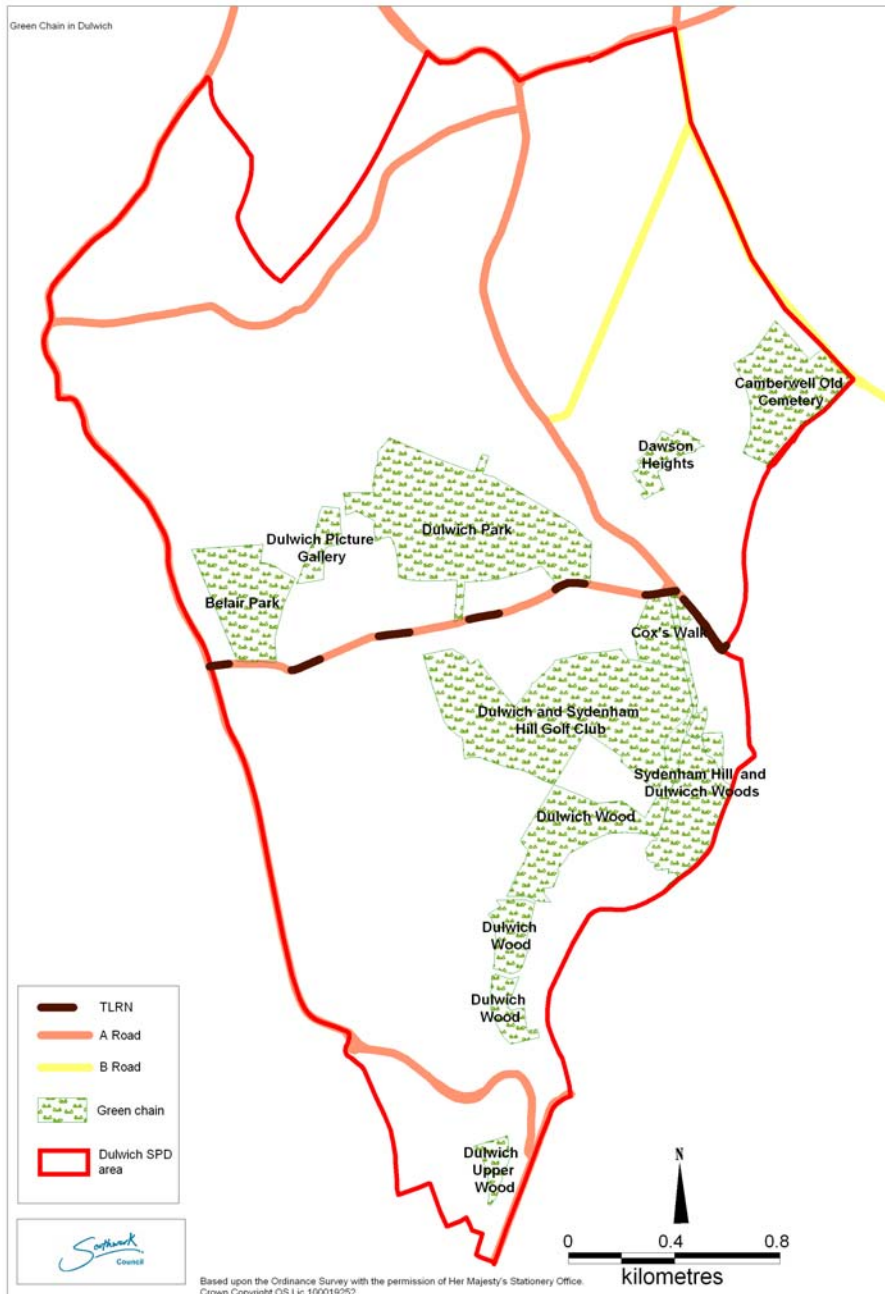
The Green Chain is managed by a Working Party comprised of council officers from planning, highways, and leisure services departments of the five funding boroughs. The actions of the Working Party are monitored by the Councillor level Joint Committee.

The objectives of the Green Chain are

- to improve and encourage the provision of suitable recreational facilities with an emphasis on those serving a wide range of south east London and/or requiring open land;
- to safeguard the open land from built development and maintain its structural contribution in providing a visual break in the built up area of London;
- to conserve, enhance and raise public awareness of the visual amenity and ecological aspects of the landscape;
- to improve public access to and through the area;
- to promote an overall identity for the area in order to increase public awareness of available recreational facilities;
- to encourage the collaboration and co-operation of the various public and private agencies, owners, organisations, clubs, etc. in the area to achieve the above objectives.

We will consider designating the green spaces in figure 5 as green chains in the core strategy as part of the south east London green chain walk.

Figure 5 Potential Green chain areas in Dulwich



3.8 Back land development

Back land development is the development of new houses or garages in back gardens. Back land development can have a significant impact on amenity, neighbouring properties and the character of the area. Dulwich is not a suitable area for back land development due to the character of the area. Dulwich is characterised by being leafy, open and green, with mainly low-rise suburban buildings. Building new dwellings or gardens in back gardens would alter the character of Dulwich and harm the existing unique character of the area. More information is set out in section 3.9 of the residential design standards SPD.

3.9 Community facilities and schools

Community facilities are used and shared by the local community and provide a focus for social activity and interaction. These facilities also promote social cohesion and should be protected and maintained. The Dulwich area has several community facilities including the Dulwich Picture Gallery, Kingswood House and number of schools, including Dulwich College, James Allen's Girls School and Alleyn's School that allow the local community the use of their facilities.

There are 5 secondary schools and 17 primary schools in the area, both public and private. Many of these schools were improved through the Building Schools for the Future Programme. This included the development of Kingsdale School. Additional improvements are being planned as part of the Southwark Schools for the Future programme. This includes renewal of kitchens at Dulwich Village School and a sixth form at Kingsdale School has now been agreed.

Dulwich Leisure Centre has served the local community since 1891. As part of the second phase of Southwark Council's refurbishment programme, £5 million has been allocated to Dulwich Leisure Centre to upgrade the building and facilities completely while preserving and enhancing the historical features.

New developments should take account of the location of community facilities in the area and, where appropriate, should contribute towards provision of community facilities and also improving access to these facilities for pedestrians and cyclists.

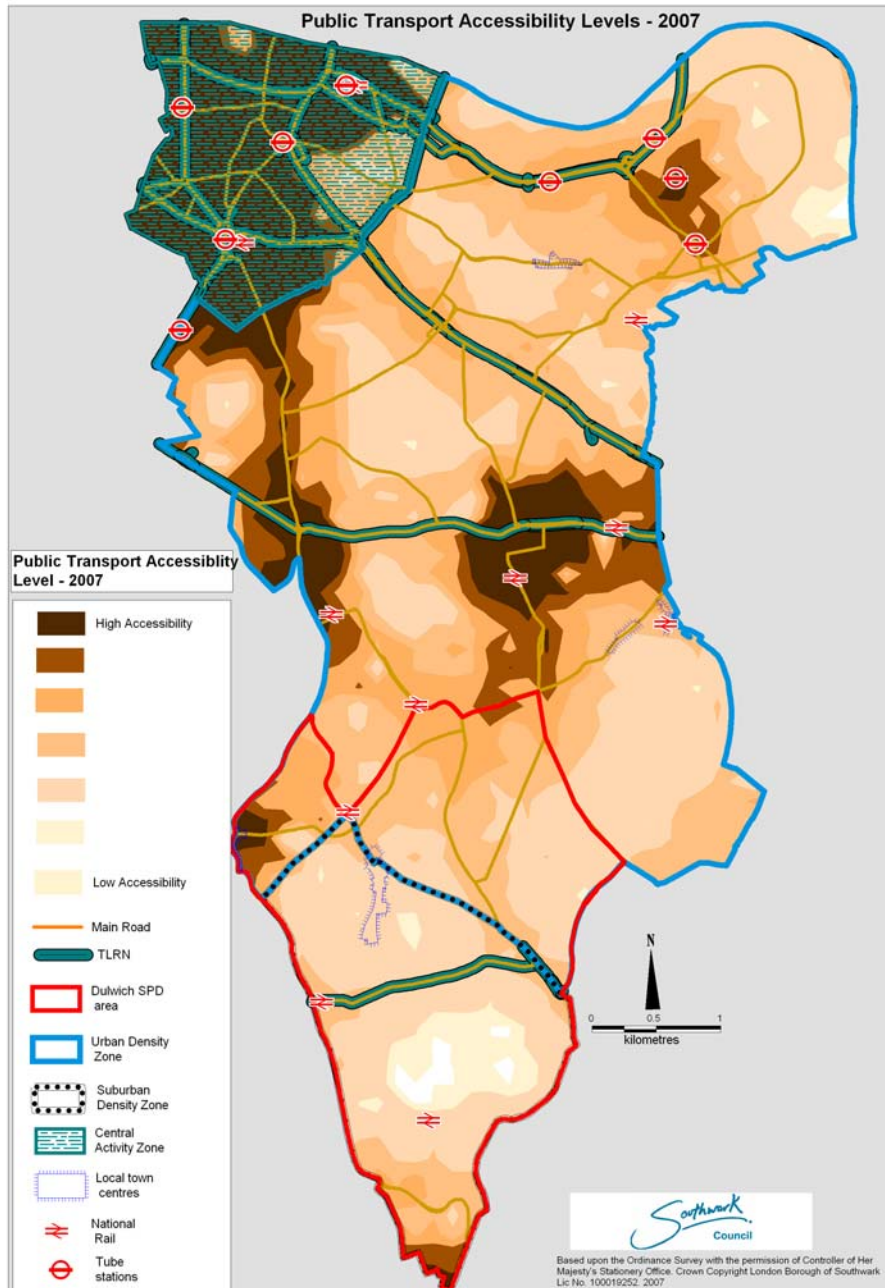
Relevant policies in the Southwark plan are Policy 2.1, 2.2 and 2.3. Please refer to appendix 2 for the list of policies referred to in this SPD. For the full details of each policy please refer to the Southwark Plan.

3.10 Traffic and parking

There are five train stations serving the SPD area, North Dulwich, East Dulwich, Sydenham Hill and West Dulwich as illustrated in figure 6, all of which have regular services to central London together with Herne Hill station which is just outside the boundary of the SPD area and also has regular services to central London. Despite this, large parts of the area remain poorly served by public transport. Dulwich is served by twelve bus routes. However, only three of these serve central London. The levels of public transport are shown in figure 6. Access to public transport is much higher around

the stations but other parts of Dulwich, especially to the south, have poor access. Herne Hill has good access to public transport compared with other parts of Dulwich whereas other parts of Village ward and parts of College Ward suffer from a lack of access to public transport.

Figure 6 Southwark PTALs



The large expanses of open space affect the way traffic flows through the area. Major roads are often heavily congested during rush hours due to the reliance on the private car in the absence of good public transport links.

New development will promote walking, cycling, public transport and sustainable transport and not add to the existing congestion and parking problems as follows:

- Proposed developments that are likely to result in a significant transport impact will be required to provide a transport assessment. The Transport SPD provides more information on Transport Assessments.
- The subdivision of large properties into small units will generally not be supported as these tend to increase traffic congestion in local areas as discussed in section 3.3.
- New developments within Dulwich should not exceed the car parking and cycle parking standards set out in Policy 5.6 and appendix 15 of the Southwark Plan (2007). These standards are in accordance with the car parking standards set out in the London Plan. We expect to carry these standards over into the Core Strategy.
- The existing street pattern and pedestrian scale should be retained and pedestrian supportive design should be incorporated to achieve an improvement to public transport, safety and security and environmental quality.
- There are a significant number of cycle paths already in the SPD area. Where appropriate, new developments should contribute to increasing provision by linking up the existing path and improving facilities for cyclists throughout.
- Safe and secure cycle parking should be provided within residential development and in public areas. This will need to meet the requirements set out in appendix 15 of the Southwark plan and any new standards set out in the Core Strategy.
- Schools should generally provide on site parking due to low public transport accessibility and high levels of traffic congestion on the streets.
- Development should contribute to transport infrastructure as identified in the boroughs Local Implementation Plan for Transport. This could include introducing 20 miles per hour zones.
-

Relevant policies in the Southwark Plan are 5.1, 5.2, 5.3, 5.4, 5.5, 5.6, 5.7 and 5.8. More information is set out in the Sustainable Transport SPD. Please refer to appendix 2 for the list of policies referred to in this SPD. For the full details of each policy please refer to the Southwark Plan.

3.11 Shopping areas

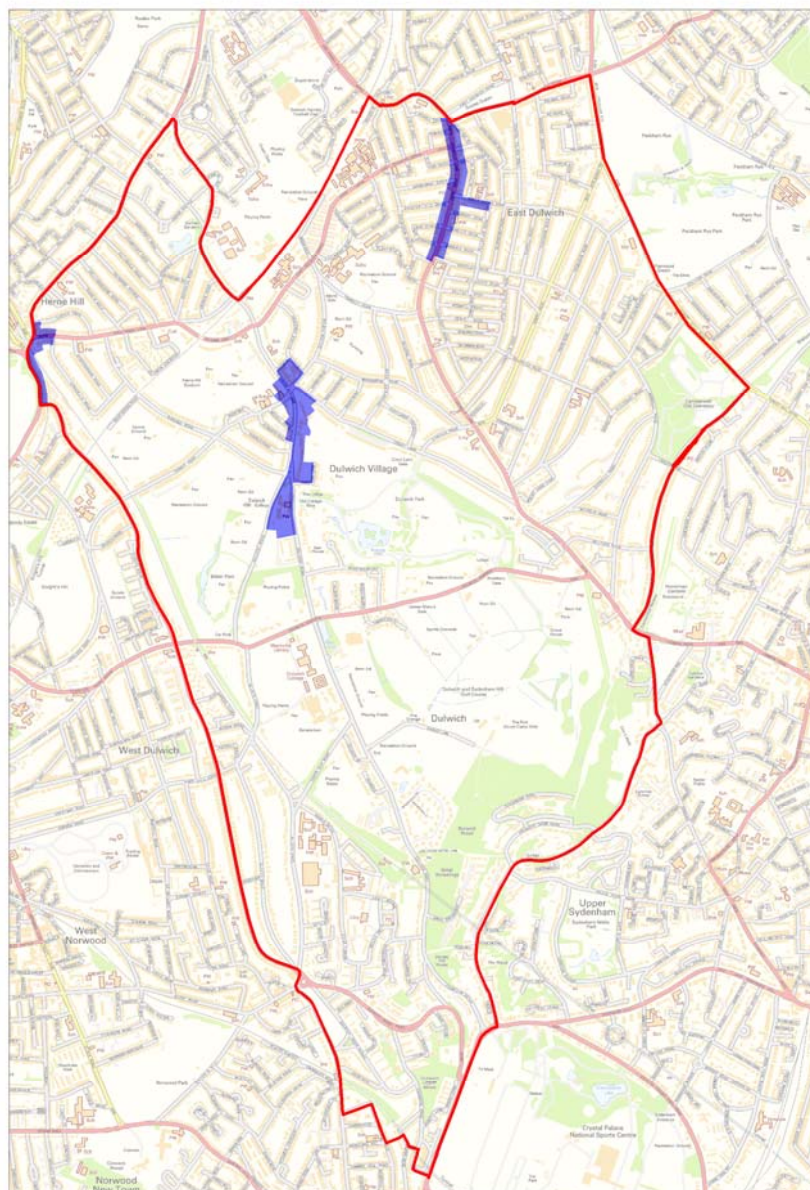
Lordship Lane, Dulwich Village and Herne Hill are designated as neighbourhood areas in the Southwark Plan as shown in figure 7. They are also district town or local centres providing a range of shopping and leisure facilities as well as employment opportunities.

Lordship Lane is designated as a district town centre in the Southwark Plan. It is a distinct and vibrant area with a variety of shops, cafe's and bars providing amenities for the local residents. The area has a high number of small niche businesses and many distinct frontages. Shops in Lordship Lane extend southwards beyond the area defined as the district centre in the Southwark Plan. This area also has an important role to play in the success of Lordship Lane as a district town centre.

Dulwich Village is designated a local centre in the Southwark Plan. Dulwich Village still contains the original shopping street and nearly all of its original 18th and 19th century buildings so it has a strong village character. It is primarily an area of housing with examples of domestic architecture ranging from grand houses to terraces.

Herne Hill is designated a local centre in the Southwark Plan and crosses the border with Lambeth with a community of just under 12,000 people. Many bus routes merge here and there is often traffic congestion. Herne Hill has a range of independent shops, art galleries, bars and restaurants. Herne Hill has good public transport links and would allow for higher scale development that is sensitive to heritage and design issues. There are a number of development opportunities in Herne Hill including the use of the railway arches. Although the arches currently provide employment uses they are not all in general conformity with the type of employment appropriate for the area. As part of the development of Herne Hill, the railway arches and some sites associated with them could present an opportunity for new niche businesses to locate in the area.

Figure 7: Map showing Neighbourhood areas in Dulwich



Where new development is proposed:

- Retail uses should be retained to provide choice and a range of local services;
- Vitality should be provided by encouraging housing or commercial uses on the upper floors;
- Developments should provide high amenity standards;
- Ground floor frontages should respect existing character of the local centre and should be designed to engage and attract pedestrians;
- New developments should contribute to improving the public realm including creating vibrant areas for people to congregate and interact, associating them with public crossings and environmental improvements;
- Any development of shop frontages in the local centres should be small scale, in keeping with the area's existing character and should be consistent with the design of surrounding retail uses;
- Shopping in the protected shopping frontages such as in the Kingswood Estate and South Croxted Road will be protected.

FACT BOX – Can planning control what shops locate in the town centre?

Within planning, uses are grouped into use classes. There are different categories of uses for retail:

- Shops such as hairdressers, butchers, grocers, dry cleaners, travel agencies, boutiques and supermarkets are all in the same use class (Class A1).
- Banks, estate agents, betting shops are other businesses that provide services to visiting members of the public are a separate use class (Class A2).
- Restaurants and Cafes are Class A3.
- Pubs, bars and drinking establishments are Class A4.
- Hot food takeaways are Class A5.

We can control how much of each use class is in an area, but we cannot control which particular businesses from that use class locate there.

Convenience shopping is the provision of everyday essential items including food, drinks newspapers/magazines and confectionary.

Comparison shopping is the provision of items that are bought on a less frequent basis such as clothing, footwear, household and recreational goods.

Relevant policies in the Southwark Plan are 1.1, 1.7, 1.8, 1.9, 1.10, 7.8, 7.9 and 7.10. Please refer to appendix 2 for the list of policies referred to in this SPD. For the full details of each policy please refer to the Southwark Plan.

3.12 Lordship Lane additional guidance for shops

The Southwark plan requires 50% of retail units in a shopping frontage to be an A1 shop. Our retail capacity study shows that we are exceeding this target as 56% of our town centres are in A1 use. We are discussing in the core strategy building on this success across the borough to require a higher amount of A1 uses in the local centres and protected shopping frontages to 60%. This will ensure lively centres that provide

local shops and services throughout Southwark creating vibrant centres and reducing travel.

This policy would be particularly appropriate for Lordship Lane. The retail capacity study highlighted that Lordship Lane has a convenience shopping provision that is just above the national average and includes a Somerfield supermarket and an Iceland. Services, particularly leisure services, are also well represented with pubs, bars, cafes, restaurants and takeaways. Lordship Lane district centre has a lots of independent operators and the diverse shops distinguishes the centre from others and contributes to the uniqueness of its character. Of the 48 comparison units only four are multiples. Vacancy levels in Lordship Lane are below the national average. This all indicates that the centre is performing healthily and contributes to this area being an attractive retail centre with well maintained shop units, and a high quality built environment.

In addition to the existing health and vitality of the centre, the retail capacity study has also identified a need for further convenience superstore provision in the southern part of the borough. Therefore by use of this policy we are aiming to not only maintain the status quo for the centre, enabling it to continue to meet the needs of the local catchment, but also to improve its health further and meet the existing need in the area by encouraging further A1 uses in this area and preventing their loss. This can be achieved through the requirement we are discussing of 60% of the units in this area to be in A1 use.

Relevant policies in the Southwark Plan are Policy 1.11, 2.1 and 2.2. Please refer to appendix 2 for the list of policies referred to in this SPD. For the full details of each policy please refer to the Southwark Plan.

3.13 The Kingswood Estate

The Kingswood Estate is in the south of the area and is a residential estate comprising several blocks of flats. Kingswood House is also in the estate. This was built in 1812 by William Vizard, but was substantially enlarged in 1892 by John C Johnston. Kingswood House is a former stately home that houses Kingswood Community Centre. The protected shopping frontage of Seeley Drive is in the centre of the estate, opposite Kingswood House. This area of shops has the potential to provide an important resource for the local residents. However, currently many of the shops are vacant and the area is under-utilised.

Proposals for developments in this area should retain and consolidate the existing retail uses with the upper floors being utilised for residential or commercial use. Clearer links need to be made to Kingswood House to complement the use of this valuable community facility with commercial activity.

3.14 Dulwich Hospital Site

This site has been identified in the Southwark Plan for a community hospital with ancillary uses. The site is bounded by the railway line to the west, East Dulwich Grove to the south and Melbourne Grove to the east. The main hospital building dates from the 1880s. A number of additional buildings have been developed within the boundaries of the site in the 20th century. These are of varied age, design and quality.

A planning brief has been prepared for this site which sets out the objective to provide a framework for a mixed-use scheme comprising health facilities, ancillary office and community facilities and residential development.

We are working with the Southwark Primary Care Trust who are currently consulting on a proposal for a health centre on this site. Through the core strategy we may review the allocation of the site for a community hospital in order to allow an alternative health facility in this location. We might also consider that a wider range of community facilities could be suitable for this site.

Figure 7 Dulwich Hospital Site Diagram



DEVELOPMENT AIMS :

- The Dulwich Hospital Site is designated for use as a community hospital.
- The additional provision of ancillary D (community) and B1 (office) uses and C3 (residential) use classes would also be acceptable although they are not required.
- New buildings on the site should be of an appropriate height, scale and massing. Proposals for redevelopment should be of high quality design and respond to the character of the surrounding area in a sympathetic manner.
- Dulwich Hospital is within the Urban Zone and therefore residential development on the site should have densities of 200 – 350 habitable rooms per hectare (The Southwark Plan 2007). On this site it is considered more appropriate for density levels to be at the upper end of the scale due to the proximity to East Dulwich station and the higher levels of access to public transport relative to other areas in the suburban south zone.

- Boundary of Site
- - - Pedestrian access
- ■ Main vehicular routes
- ■ Vehicular access
- ||| Sources of Noise - trains
- Tree Preservation Overlay

3.15 Herne Hill Velodrome Site

The Herne Hill Velodrome is one of the oldest cycling track venues in the world built in 1891. It hosted the track cycle racing events in the 1948 Summer Olympics. The grandstand originally dates from 1891 and still remains on the site although it is now boarded up. In the centre of the track is a football pitch and the Velodrome was home of Crystal Palace F.C. from 1914 until 1918, when the club then moved to The Nest opposite Selhurst Station. The site is poorly served by public transport and therefore means of transport and access to the site will need to be considered.

Any proposals for this site should include a health or leisure facility with ancillary offices and hospitality uses. The existing buildings should be replaced with a high quality development that is of exceptional design and would allow for refurbishment of the track and BMX track. Any proposals should not have a negative impact on the residential amenity of the existing surrounding properties.

Figure 8 Herne Hill Velodrome Site Diagram



DEVELOPMENT AIMS :

- Redevelop the site as a sports / leisure facility
- Retain and refurbish the existing velodrome track and turf
- Refurbish stands
- Opportunity to redevelop the existing building as a new 2 to 3 storey sports / leisure facility of exceptional design quality with ancillary offices and hospitality use
- Removal of the demountable buildings to the north of the site offers the opportunity to replace with new buildings of exceptional design quality providing additional leisure facilities
- Retain existing vehicular access to the site with an opportunity to provide opportunities for carparking
- Refurbish adjacent BMX track

- Boundary of Site
- Pedestrian access
- Main vehicular routes
- Vehicular access

3.16 Planning Obligations

Planning obligations are agreements entered into by a developer to help address the impacts of a development. These are used to remove or reduce negative impacts of development proposals that are otherwise acceptable. They often involve making monetary payments to the council to pay for facilities which help overcome the negative impacts. The council's S106 Supplementary Planning Document on Planning Obligations (July 2007) explains the requirements for the types of development proposals that must pay S106 money to the council to remove or reduce the impacts of development, how much should be paid and what this will be spent on. Money paid towards improvements to transport can be divided into improvements to access on the site and improvements to public transport, walking and cycling in the wider area.

Local priorities for each of the community council areas in Southwark have been collated. Community councils act as forums for determining local area priorities, with democratic constitutions and regular community meetings administered by council officers involving the determination of planning applications. The community council areas are also identical to the education planning areas for the borough. Planning negotiations will be aiming to focus on achieving the following top five priorities for each area.

The top five priorities for Dulwich are;

1. Traffic/transport improvements;
2. Reducing crime and improving community safety;
3. Increased availability of primary school places;
4. Public transport improvements in the south of the community council area;
5. Increased provision/facilities for young people.

3.17 CONTACTS

ACCESS

Accessibility Officer Tony Davies 020 7525 5489

DESIGN AND CONSERVATION

Design and Conservation team 0207 525 5448

HEALTH

Primary Care Trust (PCT) 020 7525 0400

HOUSING

Housing and Regeneration Initiatives Tim Bostridge 020 7525 1222

ENVIRONMENTAL HEALTH

Environment and Leisure Department Bill Legassick 020 7525 4253

OPEN SPACE

Environment and Leisure Department, LBS, Head of Parks 020 7525 0874

PUBLIC REALM

Environment and Leisure Department, LBS Head of Infrastructure 020 7525 2091

ARCHAEOLOGY

Regeneration Department, LBS Archaeology Officer 020 7525 2963

PLANNING OBLIGATIONS/ S106

Monitoring Officer 020 7525 5443

PLANNING AND EXECUTIVE COMMITTEE CLERK

Strategic Services, LBS Committee Clerk 0207 525 7055

PLANNING APPLICATIONS

Regeneration Department, LBS Duty Officer Helpline 020 7525 5403

WILLOWBROOK – Independent Planning Advice

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Email: info@willowbrookcentre.org.uk

Website: www.willowbrookcentre.org.uk

3.18 REFERENCES

Mayor of London, 2008 (with alterations) *The London Plan. Spatial Development Strategy for Greater London*

www.london.gov.uk/mayor/strategies/sds/index.jsp

London Borough of Southwark, 2007 *Statement of Community Involvement*

<http://www.southwark.gov.uk/YourServices/planningandbuildingcontrol/localdevelopmentframework/SCI.html>

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Southwark Alliance, 2006 *Community Strategy 2006-2016*

www.southwarkalliance.org.uk/documents/index.htm

London Borough of Southwark, 2005 *Southwark Housing Strategy 2005- 2010*

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<http://www.southwark.gov.uk/YourServices/planningandbuildingcontrol/planningpolicy/DesignandAccessSPD.html>

London Borough of Southwark, 2008 *Affordable Housing SPD*

<http://www.southwark.gov.uk/YourServices/planningandbuildingcontrol/planningpolicy/AffordableHousingSPD.html>

London Borough of Southwark, 2008 *Sustainable Design and Construction SPD*

<http://www.southwark.gov.uk/YourServices/planningandbuildingcontrol/planningpolicy/SustainableDesignandConstructionSPD.html>

London Borough of Southwark, 2008 *Sustainable Assessment checklist SPD*

<http://www.southwark.gov.uk/YourServices/planningandbuildingcontrol/planningpolicy/SPDsandSPGs/sustainabilityassessmentsupplementaryplanningdocum.html>

For the latest versions of the emerging core strategy and other LDF documents please visit

<http://www.southwark.gov.uk/YourServices/planningandbuildingcontrol/planningpolicy/localdevelopmentframework/>

Appendix 1: Planning Framework

National Framework

The new planning system exists to deliver positive social, economic and environmental outcomes, and requires planners to collaborate actively with the wide range of stakeholders and agencies that help to shape local areas and deliver local services. The Government is currently in the process of producing a series of Planning Policy Statements (PPS's) in accordance with the PCPA 2004 which will replace the current Planning Policy Guidance notes (PPGs) setting out the national planning framework.

The relevant PPGs and PPS's in relation to the Dulwich SPD are;

- PPS 1:** Delivering Sustainable Development
- Supplement to PPS 1** - Planning and Climate Change
- PPG 2** Green Belts
- PPS 3** Housing
- PPS 6** Planning for Town Centres
- PPS 9** Biodiversity and Geological Conservation
- PPS 12** Local Spatial Planning
- PPG 13** Transport
- PPG 15** Planning and the Historic Environment
- PPG 16** Archaeology and Planning
- PPG 17** Planning for Open Space, Sport and Recreation
- PPS 22** Renewable energy
- PPS 25** Development and Flood Risk

Regional Framework

The London Plan objectives are set out in Part 1 of the Southwark UDP (2007). This SPD seeks to assist in delivering and achieving the objectives of the London Plan through;

- a) Strengthening the sense of identity within the Dulwich area;
- b) Improving quality of local services
- c) Improving public transport
- d) Protecting and enhancing the quality of the townscape, including historic buildings, conservation areas, the public realm and open spaces; and
- e) Achieving the highest quality of urban design

Local Framework

The relevant policies of the Southwark UDP (2007) are set out in appendix 2 and other SPGs and SPDs relevant to Dulwich are listed in section 10 of this SPD.

Lordship Lane, Dulwich and Herne Hill have been designated as Neighbourhood Areas under the UDP (2007). Neighbourhood areas are important because shopping and commercial centres often define a neighbourhood, providing a focus for the community. They provide a wide range of shops and other services used by local communities. Generally there are few large development sites within the neighbourhood centres. The focus of planning guidance is on protecting, improving, and bringing back into use retail and residential uses, especially above shops.

Each centre is unique and requires its own strategy to build on its strengths and improve the environment, quantity and range of services that it offers according to the needs of those who use the centre.

The visions identified in the UDP for the relevant areas are set out below;

Lordship Lane Neighbourhood Area

"A district town centre, serving the local community and providing local employment"

Dulwich Neighbourhood Area

“An historic area with homes, retail, local services and open spaces that retain much of the original built form, and are accessible to local people”

Herne Hill, (Nunhead and The Blue) Neighbourhood Area

“Vibrant neighbourhoods providing essential services for local people”

The Southwark UDP (2007) also identifies Lordship Lane as a District Town Centre and Dulwich and Herne Hill as Local Centres. The London Plan describes a hierarchy of centres throughout London that have different levels of importance and, accordingly, different ranges of services. This hierarchy is based on the number and types of shops, and the distances people will travel to visit them. Town and local centres have been designated to protect and encourage shops, in order to improve the quality and quantity of service provision in accessible locations for surrounding catchment areas. New developments, which generate a large number of trips, should be located within existing town centres, in order to safeguard their vitality and viability and discourage car use.

Appendix 2: Southwark Plan Policies relating to this document:

Policy 1.1	Access to employment opportunities
Policy 1.5	Small Business Units
Policy 1.6	Live-Work Units
Policy 1.7	Development within town and local centres
Policy 1.8	Location of developments for retail and other town centre uses
Policy 1.9	Change of use within protected shopping frontages
Policy 1.10	Small scale shops and services outside the town and local centres and protected shopping frontages
Policy 1.11	Arts, Culture and Tourism Facilities
Policy 2.1	Enhancement of Community Facilities
Policy 2.2	Provision of new Community Facilities
Policy 2.3	Enhancement of educational establishments
Policy 2.5	Planning Agreements
Policy 3.1	Environmental Effects
Policy 3.2	Protection of Amenity
Policy 3.3	Sustainability Assessment
Policy 3.4	Energy Efficiency
Policy 3.5	Renewable Energy
Policy 3.6	Air Quality
Policy 3.7	Waste Reduction
Policy 3.8	Waste Management
Policy 3.9	Water
Policy 3.11	Efficient use of Land
Policy 3.12	Quality in Design
Policy 3.13	Urban Design
Policy 3.14	Designing out Crime
Policy 3.15	Conservation of the historic environment
Policy 3.16	Conservation areas
Policy 3.17	Listed buildings
Policy 3.18	Setting of listed buildings, conservation areas and world heritage sites
Policy 3.19	Archaeology
Policy 3.22	Important Local Views
Policy 3.23	Outdoor Advertisements and signage
Policy 3.24	Telecommunications
Policy 3.25	Metropolitan Open Land
Policy 3.26	Borough Open Land
Policy 3.27	Other open space
Policy 3.28	Biodiversity
Policy 4.1	Density of Residential Development
Policy 4.2	Quality of Residential Development
Policy 4.3	Mix of Dwellings
Policy 4.4	Affordable Housing
Policy 4.5	Wheelchair Affordable Housing
Policy 4.6	Loss of Residential Accommodation
Policy 4.7	Non Self-Contained Housing for Identified User Groups
Policy 5.1	Locating Developments
Policy 5.2	Transport Impacts
Policy 5.3	Walking and Cycling
Policy 5.4	Public transport improvements
Policy 5.6	Car Parking
Policy 5.7	Parking Standards for disabled people and the Mobility Impaired
Policy 5.8	Other Parking
Policy 7.8	Lordship Lane Neighbourhood Area
Policy 7.9	Dulwich Neighbourhood Area
Policy 7.10	Herne Hill, The Blue and Nunhead Neighbourhood Area

Appendix 3: Glossary

Affordable housing Housing designed to meet the needs of households whose incomes are not sufficient to allow them to access decent and appropriate housing in their borough. Affordable housing comprises social and intermediate housing.

Density A measure of the intensity of development of a residential site.

Development As defined by Section 55 of the Town and Country Planning Act 1990, development means carrying out building, engineering, mining or other operations in, on, over or under land, or changing the use of buildings or land.

Habitable room A room within a dwelling, the main purpose of which is for sleeping, living or dining. It is any room with a window that could be used to sleep in, regardless of what it is actually used for. This excludes toilets, bathrooms, landings, halls and lobbies, and also excludes kitchens with an overall floor area of less than 11 square metres.

Household One person living alone or a group of people (who may or may not be related) living or staying temporarily at the same address with common housekeeping.

Local Development Framework (LDF) A portfolio of documents including **Supplementary Planning Documents**, Development Plan Documents such as a Core Strategy and proposals maps, and the **Statement of Community Involvement**. Together the portfolio of documents covers the whole borough and gives comprehensive policy coverage at a detailed level.

London Plan A strategic plan for the whole of London produced by the GLA. The main purpose of the London Plan is to ensure that all the individual plans produced by the London boroughs work together to meet the priorities that are agreed for the whole London region. The **Local Development Framework** cannot contain strategies or policies that are not in general conformity with the London Plan.

Major developments Any residential or mixed use development creating 10 or more dwellings, or if that is not known, where the site area is 0.5 hectares or more. For other types of development, a major development is one where the floorspace to be built is 1000 square metres or more, or the site area is 1 hectare or more.

Mixed use Development comprising one or more activities within the same building or site, or across sites in close proximity to one another.

Planning obligations (or section 106 (s106) agreements) are an effective way of securing measures to overcome the negative impacts of generally acceptable development proposals on the environment, economy and community. This does not mean that planning obligations are a way of “buying” planning permission. Development that has significant negative impacts will not be approved, irrespective of planning obligations. Planning obligations may also be known as “planning agreements” and “planning contributions.” What can and cannot be the subject of planning obligations is the subject of extensive legal and government policy tests. This document seeks to provide detailed local policy guidance building upon that national and regional guidance.

Southwark Plan

Southwark Plan is the main set of planning policies for the borough, also known as the Unitary Development Plan (UDP), and this forms the core of the local development framework (LDF). It sets out a vision and policies for the sustainable use and development of land through protection and regeneration to deliver the Community Strategy over the next 10 years. The policies are used to determine applications for planning permission in the borough, along with the London Plan and other planning documents, such as supplementary planning documents.

Supplementary Planning Document (SPD)

Supplementary Planning Document (SPD) expands upon and provides further guidance on how planning policies in the Southwark Plan should be applied. Once adopted, an SPD will become a material consideration when considering planning applications in Southwark and is regularly monitored and reviewed.

Sustainability Appraisal/ Strategic Environmental Assessment A systematic and interactive process undertaken during the preparation of a plan or strategy, which identifies and reports on the extent to which the implementation of the plan or strategy would achieve environmental, economic and social objectives by which sustainable development can be defined, in order that the performance of the strategy and policies is improved.

Sustainable Development Development that contributes towards the principles of sustainability. That is, development that does not cause environmental damage, contributes to the local economy and meets the needs of the local community.

Unitary Development Plans (UDPs) Statutory plans produced by each borough which integrate strategic and local planning responsibilities through policies and proposals for the development and use of land in their area.